

## Cultural Resource Consultants

### TECHNICAL MEMO 1712C-2

DATE: Septmber 7, 2018

TO: David Conlin  
GeoEngineers, Inc.

FROM: Margaret Berger, Principal Investigator/Project Archaeologist

RE: Cultural Resources Assessment for the Newport Way Improvements Project,  
Issaquah, King County, WA

DAHP Tracking Code: 2018-05-03702

The attached short report form constitutes our final report for the above referenced project. No cultural resources were identified within the project and no further cultural resources investigations are recommended. Please contact our office should you have any questions about our findings and/or recommendations.

# CULTURAL RESOURCES REPORT COVER SHEET

Author: Margaret Berger, Nicole Clennon, and Jessica Gardner

Title of Report: Cultural Resources Assessment for the Newport Way Improvements Project, Issaquah, King County, WA

Date of Report: September 7, 2018

County(ies): King Section: 20 & 29 Township: 24 N Range: 6 E

Quad: Issaquah, WA Acres: ~13.4

PDF of report submitted (REQUIRED) ☐ Yes

Historic Property Inventory Forms to be Approved Online? ☐ Yes ☒ No

Archaeological Site(s)/Isolate(s) Found or Amended? ☐ Yes ☒ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☐ Yes ☒ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

Were Human Remains Found? ☐ Yes DAHP Case # ☒ No

DAHP Archaeological Site #:

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\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

# Cultural Resources Assessment for the Newport Way Improvements Project, Issaquah, King County, Washington

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## Management Summary

This report describes a cultural resources assessment for the Newport Way Improvements Project in Issaquah, King County, Washington. The project involves widening Newport Way NW from SE 54th St to SR 900. Cultural Resource Consultants (CRC) conducted background research and field survey to identify any recorded archaeological or historic sites within the project and to evaluate the potential for as-yet unrecorded archaeological sites to be present. No previously recorded historic or archaeological sites are within the project location. Surface survey and subsurface testing did not identify any evidence of archaeological or historic sites, or any high probability locations for cultural resources within the project. No further cultural resources investigations are recommended for this project.

### 1.0 Administrative Data

#### 1.1 Overview

Report Title: Cultural Resources Assessment for the Newport Way Improvements Project, Issaquah, King County, WA

Author (s): Margaret Berger, Nicole Clennon, and Jessica Gardner

Report Date: September 7, 2018

Location: The project is located on Newport Way NW between SE 54th St and SR 900 (Renton Issaquah Road SE/17th Ave NW) in Issaquah, King County, Washington (Figure 1).

Legal Description: The project is located in the W $\frac{1}{2}$  of the NE $\frac{1}{4}$  of Section 29, and the SW $\frac{1}{4}$  and SW $\frac{1}{4}$  of NW $\frac{1}{4}$  of Section 20, T. 24 N., R 6 E., Willamette Meridian.

USGS 7.5' Topographic Map (s): Issaquah, WA.

Total Area Involved: approximately 13.4 acres.

#### 1.2 Research Design

This assessment was developed as a component of preconstruction environmental review with the goal of preventing cultural resources from being disturbed during construction of the proposed project by identifying the potential for any as-yet unrecorded archaeological or historic sites within the project. CRC's work was intended, in part, to assist in addressing state regulations pertaining to the identification and protection of cultural resources (e.g., RCW 27.44, RCW 27.53, RCW 68.60) and compliance with Section 106 of the National Historic Preservation Act (NHPA). The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly disturbing archaeological sites without a permit from the Washington State Department of Archaeology and Historic Preservation (DAHP), the Indian Graves and Records Act (RCW 27.44) prohibits knowingly disturbing Native American or historic graves, and the Abandoned and Historic Cemeteries and Historic Graves Act (RCW 68.60) calls for the protection and preservation of historic era cemeteries and graves. Under Section 106, agencies involved in a federal undertaking must take into account the undertaking's potential effects to historic properties within the defined area of potential effects (APE) (36 CFR 800.16(l)(1)).

Historic properties are typically defined as those 50 years old or older. This process involves identifying and inventorying historic properties within the APE, and evaluating those properties to determine if they are eligible for listing on the National Register of Historic Places (NRHP). If NRHP-eligible historic properties are identified within the APE then potential adverse effects to the historic properties must be assessed, and a resolution of adverse effects recommended.

Assessment methods consisted of review of available project information provided by GeoEngineers, local environmental, cultural, and historical information, and records on file at DAHP, as well as field investigations. CRC also contacted the cultural resources department at Muckleshoot Tribe, Snoqualmie Indian Tribe, and Tulalip Tribes to inquire about project-related cultural information or concerns (Attachment A). This communication is not intended to be or intended to replace formal government-to-government consultation with affected Tribes. At the time this report was completed, no response had been received. Any additional information made available subsequent to the submission of this report will be included in a revision of this report. This assessment utilized a research design that considered previous studies, the magnitude and nature of the undertaking, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the APE, as well as other applicable laws, standards, and guidelines (per 36CFR800.4(b)(1)).

### **1.3 Project Description**

The project proposed by City of Issaquah Public Works would construct improvements along Newport Way NW from SE 54th Street to Renton Issaquah Road SE / 17th Avenue NW (State Route 900) in Issaquah. The project involves safety improvements including construction of bike facilities, sidewalks, a multi-use trail, curb and gutter improvements, pedestrian illumination, pedestrian crossings, and improved crossings. Associated elements include improvements to traffic flow, stormwater management and treatment, and replacement of existing stream crossings. The initial concept for the project includes:

- Street overlays, addition of turn lanes, intersection improvements including roundabouts, and a central median in some locations;
- A new sidewalk on the south side of the roadway;
- A paved multi-use path on the north side of the roadway;
- New stormwater catch basins, stormwater drainage pipes, treatment vaults and outfalls;
- Relocation and modifications to other utilities presently within the right-of-way; and
- Replacement and/or extension of culverts and bridges where existing stream crossings occur.

The road improvements will involve a combination of fill and cut on the slopes along the road. Most of the area next to the road on either side will be disturbed. No demolition or other physical alteration of buildings is proposed. This project is receiving funding from the Federal Highway Administration (FHWA).

The APE (hereafter, “the project location”) for this project was defined through consultation by the City of Issaquah, DAHP, and Washington State Department of Transportation (WSDOT) (Attachment B). This area contains all work elements described above and depicted in Figures 1 – 3.

## 2.0 Background Research

### 2.1 Overview

Background research was conducted in July 2018.

Recorded Cultural Resources Present: Yes [ ] No [x]

No cultural resources have been previously recorded within the project location (DAHP 2018b).

Context Overview: Environmental and cultural context information for this project is derived from relevant published reports, articles, and books (e.g., Issaquah Historical Society 2002; Suttles and Lane 1990); historical maps and documents (e.g., United States Surveyor General [USSG] 1864); geological and soils surveys (e.g., USDA NRCS 2018; WA DNR 2018); ethnographic accounts (e.g., Waterman ca. 1920, 2001); relevant information from *Archaeology of King County, Washington: A Context Statement for Native American Archaeological Resources* (Kopperl et al. 2016); archaeological and historic data from DAHP and the Washington Information System for Architectural and Archaeological Records Data (WISAARD) records search; and historical maps and documents from Bureau of Land Management USSG Land Status & Cadastral Survey Records database, HistoryLink, Historic Map Works, HistoricAerials (NETR 2018), University of Washington's Digital Collection, Washington State University's Early Washington Maps Collection, and in CRC's library. The following discussion of project area geology, archaeology, history, and ethnography incorporates context information from CRC's prior work in the Issaquah area by reference (e.g., Berger 2015; Kassa 2015).

### 2.2 Environmental Context

Newport Way skirts the base of Cougar Mountain upslope and southwest of the Tibbetts Creek floodplain and Lake Sammamish. The project crosses Tibbetts Creek, Schneider Creek, Anti-Aircraft Creek, 0169H Creek, 0169I Creek, and 0169G Creek. The latter four streams are tributaries of Tibbetts Creek. Schneider Creek and Tibbetts Creek flow into Lake Sammamish within .2 mile north of the project. Elevation ranges from approximately 25 to 50 feet above sea level (King County Assessor 2018).

The landscape of northwest Washington is a product of crustal deformation initiated by the Cascadia subduction zone and local deformation by the Lake Sammamish Syncline; successive glacial scouring and deposition most recently during the Pleistocene; and landslides, erosion and deposition, and human activity during the Holocene (KCSWM 1991; Troost and Booth 2008). The project is within the Willamette-Puget Lowland physiographic province characterized by the wide "trough" between the Coast and Cascade Ranges formed during the advance and retreat of Pleistocene epoch glaciers (Franklin and Dyrness 1973; McKee 1972:290). During the Late Pleistocene or last glacial period (110,000 to 12,000 years BP), the Cordilleran ice sheet covered much of the American northwest and scoured the landscape during advance and retreat episodes initiated by localized climate fluctuations. The most recent glaciation was the Vashon Stade of the Fraser glaciation during which the Puget Lobe entered northwest Washington around 17,000 years ago (Thorson 1980). This final episode scoured the landscape producing north-south trending glaciated uplands interspersed with glacially carved troughs and older bedrock (Kopperl et al. 2016:Figure 2-1). The Puget Lobe reached the vicinity

of present-day Seattle by about 14,500 years BP reaching its maximum extent near Olympia by 14,000 years BP (Booth et al. 2003).

The onset of climatic warming caused the ice sheets to retreat to the north and began the transition into the Holocene. The Puget Lobe retreated past Seattle by 13,600 years BP (Booth et al. 2003). Retreat relieved the surrounding landscape of the massive weight of the glacier causing the land to rebound and sea levels to rise. As the glacier receded during this more temperate period, meltwater became impounded behind the ice forming a series of proglacial lakes that eventually merged into Lake Russell, which extended roughly from the southern margin of present day Whidbey Island to Olympia impounding low lying sections of the Puget Sound and adjacent river valleys (Bretz 1913; Waitt and Thorson 1983). The glacial Lake Russell shoreline created a shoreline at 330 feet elevation in the Redmond area (Thorson 1981). Glacial Lake Russell merged with Lake Bretz before draining via the Strait of Juan de Fuca as the opening became ice-free.

The Lake Sammamish trough, carved by glaciation, is located east-northeast of the project. The retreat of the glacier and draining of recessional meltwater deposited sediments and formed Lake Sammamish. Meltwaters from glacial Lake Snoqualmie flowed east through the present East Fork Issaquah Creek valley and emptied into glacial Lake Sammamish (Booth et al. 2006). As meltwaters exceeded the capacity of the Lake Sammamish trough, excess water exited through spillways to the south. One of these spillways is the valley in which Tibbetts Creek is presently located (KCSWM 1991:3.6). As the glacial lake drained, a delta formed south of the present day town of Issaquah similar to the elevation of the proposed project (Bretz 1913; Booth et al. 2006). Glacial scouring carved and exposed the local bedrock in the adjacent hills and outwash, up to several hundred meters deep, was deposited along the bases of the spillways as meltwaters subsided. At the end of the Pleistocene, local lowland areas were covered in thick recessional outwash plains and were subsequently incised by rivers and creeks as they meandered through the recently carved valleys (KCSWM 1991). New floodplains were established and the creeks reached their lower modern base level. Glacial advance and retreat left the adjacent uplands highly steepened and exposed during the early Holocene, and highly susceptible to erosion and landslides, that may have been earthquake induced (KCSWM 1991).

While the Pleistocene was characterized by widespread and voluminous depositional and erosional events, more localized events have characterized the Holocene primarily within river valleys and at the base of steep slopes (Booth et al. 2003). Holocene era mapped surface geology within western King County consists of alluvium, wetlands, and lahar deposits in valleys, and colluvium at the bases of steep slopes (Kopperl et al. 2016:Figure 2-1). These mapped units overlie older Pleistocene sediments creating the palimpsest landscape of older glacially derived uplands and younger Holocene lowlands that characterize this region. In addition, geomorphic processes such as isostatic rebound, global sea level rise, and a large earthquake 1,100 years ago originating from the Seattle fault zone and likely uplifting the project location are also factors that have affected the geomorphology of the Puget Sound to varying degrees during the Holocene (Booth et al. 2003; Bucknam et al. 1992; Thorson 1989).

The results of Pleistocene and Holocene geomorphic processes created the surface geology and parent materials that characterize the project location. According to the Washington Interactive

Geologic Map (WA DNR 2018), the surface geologic unit mapped in the project location is Qa (Quaternary alluvium) (WA DNR 2018). This unit is composed of unconsolidated or semiconsolidated alluvial clay, silt, sand, gravel, and (or) cobble deposits. Locally this includes peat, mulch, and diatomite; beach, dune, lacustrine, marsh, landslide, glacial or colluvial deposits; volcaniclastic or tephra deposits; and modified land and artificial fill.

Soils mapped in this project location are Everett very gravelly sandy loam, 8 to 15 percent slopes; Everett very gravelly sandy loam, 15 to 30 percent slopes; Kitsap silt loam, 2 to 8 percent slopes; Alderwood and Kitsap soils, very steep; Mixed alluvial land; and Sammamish silt loam. Everett very gravelly sandy loam, 8 to 15 percent slopes and 15 to 30 percent slopes, formed on kames, eskers, and moraines in parent material of sandy and gravelly glacial outwash. A typical profile of these soils is slightly decomposed plant material from 0 to 1 inch, very gravelly sandy loam from 1 to 24 inches, very gravelly loamy sand from 24 to 35 inches, and extremely cobbly coarse sand from 35 to 60 inches below the surface. Kitsap silt loam, 2 to 8 percent slopes, formed on terraces in parent material of lacustrine deposits with a minor amount of volcanic ash. A typical profile of this soil is silt loam from 0 to 5 inches below the surface, silt loam from 5 to 24 inches, and stratified silt to silty clay loam from 24 to 60 inches below the surface. Alderwood and Kitsap soils, very steep, formed on moraines and till plains in parent material of basal till with some volcanic ash. A typical profile of this soil is gravelly ashy sandy loam from 0 to 12 inches, and very gravelly sandy loam from 12 to 60 inches. The slope of this soil is between 25 and 70 percent. A typical profile of Mixed alluvial land is sand from 0 to 8 inches, fine sand from 8 to 20 inches, sand from 20 to 60 inches, and loamy fine sand, gravelly sand from 60 to 70 inches below the surface. The slope of this soil is between 0 and 2 percent. Sammamish silt loam formed on flood plains in alluvium parent material. A typical profile of this soil is silt loam from 0 to 12 inches below the surface and stratified loamy sand to silt loam from 12 to 60 inches. This soil is found on slopes from 0 to 2 percent.

The presence of these soils, landforms, and surface deposits indicate that the project traverses a variety of depositional environments. Areas mapped as Mixed alluvial land and Sammamish silt loam accumulated sediment in the Holocene and may have higher potential to contain buried archaeological deposits. All other areas of the project contain glacially-derived soils, representative of minimal deposition in the Holocene; any archaeological material in these areas would likely be found relatively near the present-day ground surface in previously undisturbed locations.

### **2.3 Paleoclimate and Vegetation**

The paleoclimate of the Pacific Northwest during the late Pleistocene and Holocene is defined by four periods, which exhibit general trends based on variations in temperature and moisture (Kopperl et al. 2016:37). Following conventions in Kopperl et al. (2016:7), radiocarbon dates and age ranges based on those dates are given in calibrated calendrical years (cal BP). Other age estimates are given as years BP or years ago.

- Between 17,000 and 13,000 cal BP the region was characterized a drier and somewhat warmer climate.
- Between 13,000 and 7000 cal BP the region was characterized by higher temperatures, less precipitation, and more severe and more frequent summer droughts and colder winters than that of present.

- Around 7000 BP the regional climate transitioned to a cooler, moister regime, with temperatures near the range of the contemporary maritime climate found in most of coastal Puget Sound.
- Around 5,000 years ago the maritime climate was fully established. Since this time, smaller scale fluctuations have occurred (e.g., the Little Ice Age 500-100 cal BP).

Local climate fluctuations affected temperature and moisture levels in the region and consequently the adaptation of different plant communities during these episodic periods. Subsequent to glacial recession and the subsidence of meltwaters in the Puget Lowland, landforms stabilized and vegetation began to return (McKee 1972). The following is a synopsis of the localized changes in the plant communities as summarized from Kopperl et al (2016:37-38). Plant species that first emerged during the early Holocene included lodgepole pine, Sitka spruce, and western hemlock with open spruce-pine parkland in higher elevations until approximately 12,000 cal BP. Between 12,000–10,000 cal BP, climatic warming facilitated the establishment of trees at upper elevations in the North Cascades, while lowland forests were occupied by Douglas-fir, red alder, and bracken fern. Evidence of increased charcoal accumulations at this time suggests an increase in fire likely facilitated by the warmer, drier conditions. The period between 10,000 and 6000 cal BP is characterized by the warmest and driest conditions in Western Washington during the Holocene. During this time, subalpine parkland expanded into alpine tundra on the Olympic Peninsula; mixed conifer forests dominated higher elevations in the North Cascade Mountains; an increase in alder, bracken fir, and Douglas-fir pollen in lowland sites suggest an adaptation to warmer, drier conditions than have been observed either prior or subsequent to this time. Approximately 6000 cal BP marks the establishment of modern vegetation communities in Western Washington. During this time, lower elevations were characterized by western red cedar in conjunction with western hemlock in the maritime mixed conifer and alder forest, while Alaska cedar, mountain hemlock, and silver fir became established in the cooler, moister conditions of higher elevations. Presently, the project is located within the *Tsuga heterophylla* (Western Hemlock) vegetation zone (Franklin and Dyrness 1973). More specifically, the project is within an area characterized by low elevation maritime forest and wetlands (Kopperl et al. 2016:Figure 2-13).

## 2.4 Archaeological Context

Overview: Thousands of years of human occupation of the Puget Sound have been summarized in a number of archaeological, ethnographic, and historical investigations over the past several decades that provide a regional context for evaluating the project (e.g., Greengo 1983; Kopperl 2016; Larson and Lewarch 1995; Morgan 1999; Nelson 1990). Archaeological evidence suggests the presence of nomadic hunter-gatherers not long after glaciers retreated, meltwaters subsided, and landforms stabilized during the late Pleistocene to early Holocene. Following deglaciation, subsequent changes to landforms, climate, and vegetation influenced the available resources and, consequently, the spatial distribution of human activities. Similar to elsewhere, human land use was generally structured around the value of natural resources available in local environments including fresh water, terrestrial and marine food resources, forests, and suitable terrain.

Evidence of human occupation in the Puget Lowland dates to approximately 12,000 cal BP as evidenced by archaeological site 45KI839 identified below stratified Holocene sediments overlaying Pleistocene glacial deposits at the confluence of Bear Creek and the Sammamish River in Redmond (Kopperl 2016). While early evidence of human occupation in the region is relatively sparse, archaeological sites dating to the mid- to late-Holocene are more commonly found.

Archaeological Chronologic Sequence: Kopperl et al. (2016) developed an archaeological chronologic sequence for King County based on their review of previous cultural history, selectionist, and evolutionary ecological interpretations of western Washington from which they identified a general chronological framework demarcated by changes in the geological, paleobotanical, and archaeological records. Based on their research, they identify five Analytic Periods (AP) that are used to establish an archaeological sensitivity model for King County (discussed in section “3.0 Archaeological Expectations”). Kopperl et al. (2016:10-101) also identified an archaeological resource classification that is first defined by activity association parsed into task intensity then divided into 11 site types. According to their research, based on available data, these site types are represented variably throughout the Analytic Periods and demonstrate an increase in diversity and number of site types over time with an appearance of residential activity, multi-task site types such as villages and base camps in later periods in comparison to the earlier record comprised of more limited-task site types such as specific-resource procurement/processing sites and specific-resource field camps, in addition to a representation of certain multi-task sites such as multiple-resource field camps.

The following provides an overview of the chronological sequence defined for King County (Kopperl et al. 2016:95):

1. Analytic Period 1 (14,000 cal BP to 12,000 cal BP) was a period of relative postglacial environmental stability in Western Washington. During this period, hunter-gatherers began to colonize Western Washington subsequent to the retreat of the Cordilleran Ice Sheet. This period is demarcated by regional climate and vegetation patterns, and estimated arrival of the first hunter-gatherers into the Western Washington region.
2. Analytic Period 2 (12,000 cal BP to 8000 cal BP) is characterized by increasingly sophisticated land use strategies adapted to local environments and the associated shifts of those strategies in regard to regional climate and vegetation patterns.
3. Analytic Period 3 (8000 cal BP to 5000 cal BP) is defined by a shift from a warm, dry climate to a cool, moist climate. During this period, archaeologists have argued that hunter-gatherer subsistence and technology was reorganized in response to the environmental change within this analytic time period.
4. Analytic Period 4 (5000 cal BP to 2500 cal BP) is defined by the appearance of shell middens in the archaeological record of Puget Sound, and the development of old growth Douglas-fir and western hemlock forests within the Puget Lowland. Archaeologists generally recognize shifts in hunter-gatherer economic and technological organization during this period.
5. Analytic Period 5 (2500 cal BP to the commencement of settlement in the area by Euro-Americans about 200 years ago) is defined by developments in hunter-gatherer economic and social patterns and concluding with initial Euro-American contact. The local archaeological record of Puget Sound demonstrates an increase in the number of shell midden sites after 2500 cal BP. The period is also marked by adaptations to localized environmental changes caused by

the 1100 cal BP earthquake on the Seattle Fault in addition to probable changes in economic and social organization as a result of Euro-American contact.

## 2.5 Ethnographic Context

The project is located within the traditional territory of the Snoqualmie and Lakes Duwamish or Sammamish bands of the Southern Coast Salish, a Southern Lushootseed speaking people (Suttles and Lane 1990). The Lakes Duwamish had several permanent and temporary settlements on Lake Sammamish, Lake Washington, Lake Union, Elliott Bay, and Salmon Bay (Miller and Blukis Onat 2004; Smith 1941:207; Waterman ca. 1920, 2001). This band had a winter village on Issaquah Creek near Lake Sammamish and fished along Tibbetts Creek (McDaniel and Kelly 2005). The Snoqualmie and Lakes Duwamish shared numerous broadly defined traditions with inland Puget Sound people, including lacustrine or riverine settlement patterns, subsistence emphasis on salmon and other fish, land game, and a wide variety of abundant vegetable foods, and household and village communities linked by family and exchange relations (Suttles and Lane 1990). Travel, exchange, and intermarriage were common between these tribes and those of the Puget Sound and east of the Cascade Mountains (Carlson 1983; Scouler 1991; Thompson 1978).

Early ethnographers documented locations of villages and names for resource areas, water bodies, and other landscape features from local informants (Waterman ca. 1920, 2001). Waterman (2001) recorded a Sammamish winter village called *Sqwa'ux* at the mouth of Issaquah Creek near Squak Lake (now Lake Sammamish). Waterman (ca. 1920, 2001:115-116) documented numerous ethnographically named places in the Issaquah area. Those nearest to the project include:

- *Tsqe'lalcul*, “loading things on a canoe,” for Tibbetts Creek.
- *Sqwaux* refers to Issaquah Creek, which flows into the southern end of Lake Sammamish.
- *SiwE'dk*, is the name of a stream that enters Issaquah Creek from the east approximately one mile north of the town of Issaquah.
- *QatL<sup>3</sup>a'dll-go*, translated as “land otter’s water,” for a creek draining from Yellow Lake to Lake Sammamish one mile south of Monohon.

## 2.6 Historical Context

As previously discussed in Berger (2015:5), Washington Territorial Governor Isaac Stevens negotiated treaties with western Washington tribes, including the Sammamish and Snoqualmie, who were signatories to the Point Elliott Treaty in 1855. Tribes were forced to abandon most of their villages and relocate to reservations. The treaty dissolved Indian title to their traditional and accustomed lands and by 1855-1856 the federal government used military force to contain Indian people dissatisfied with the poor quality of reservation lands. Some people chose to remain in their traditional territory near Issaquah. In the late nineteenth century, several Lakes Duwamish and Snoqualmie people claimed land at Monohon and at Squak under the Indian Homestead Act of 1875 (Miller and Blukis Onat 2004).

The Homestead Act of 1862 brought an influx of settlers to the region. Early Euro-American settlement activity, like that of Native Americans, focused on easily accessed and resource rich areas such as shorelines and river valleys. Euro-American settlers in the valley pronounced the Native American name for the valley Squak as Is-qu-ah meaning either little stream or snake

(Issaquah Historical Society 2002). Early economic ventures in the valley included agriculture and mining. The valley was ideal for the production of hops, which became the main industry for many residents. As initial unrest between Euro-American and Native Americans subsided in the 1880s, many Native peoples worked in the hop fields.

In 1862, L. T. B. Andrews, a General Land Office (GLO) surveyor, identified large exposed coal seams along the northeast slope of Squak Mountain, filed for a serial patent, and began the earliest coal mining operations in the Issaquah Valley (Bagley 1929). Coal mining between 1888 and 1914 washed a vast quantity of coal dust down Issaquah and Tibbetts creeks. Coal beds were worked by water level drifts and coal traveled distances of thousands of feet along gangways down the mountainside. Initially, coal was transported via wagon road to Lake Sammamish, then by barge by way of the Sammamish River to Lake Washington bound for Seattle (USSG 1864; Sodt 2003). Mining became an increasingly profitable industry subsequent to the construction of the Seattle, Lake Shore & Eastern Railroad in 1887, creating a population boom of immigrants looking for work in the small valley community. This influx of people generated the need for the establishment of businesses. George Tibbetts was one of the first to capitalize on this new market, by opening a store, hotel, and stage line. In 1888, the town was platted and was known as Gilman in 1892, but was subsequently renamed Issaquah in 1899.

By the 1920s, the coal industry began to dissipate as fuel oil became a more important energy source. The Great Depression stifled the logging industry, but the local dairy industry was prosperous. It was not until after World War II and the construction of early highways and bridges that people began to migrate to Eastside suburbs such as Issaquah. In the 1970s, real estate in Issaquah became popular and much of the agricultural land was sold off for development, a trend that continues today.

## **2.7 Historical Records Search**

Review of historical maps and aerial imagery provided an understanding of the historic and modern land use, and ownership of the project. The GLO conducted early cadastral surveys to define or re-establish the boundaries and subdivisions of Federal Lands of the United States so that land patents could be issued transferring the title of the land from the Federal government to individuals. These maps and land serial patent records provide information on land ownership in the 1800s. The 1864 GLO map depicts the project location south of Sammamish Lake and to the west Issaquah Prairie (USSG 1864). The project location crosses multiple unnamed creeks that feed into Sammamish Lake. No trails, homesteads, Indian villages, or other cultural features are shown in the project location. The nearest mapped features are the homesteads of J. Holsted and David Maurer (Figure 4).

According to records held at the BLM (2018), there were three patents issued for lands containing the project location. A patent for land in the S $\frac{1}{2}$  of the SE $\frac{1}{4}$  of Section 20 and the N $\frac{1}{2}$  of the NE $\frac{1}{4}$  of Section 29 was issued to John Adams on May 1, 1873 (BLM Serial Nr: WAOAA 065168; Authority: Sale-Cash Entry; 160.00 acres). A patent for land in the NE $\frac{1}{4}$ SW $\frac{1}{4}$  (Lot 4, Lot 5, and Lot 6) of Section 20 was issued to August Friedrich on March 5, 1875 (BLM Serial Nr: WAOAA 065173; Authority: Homestead Entry Original; 161.25 acres). The third patent was for land in the W $\frac{1}{2}$  of the SW $\frac{1}{4}$  and SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Section 20 was

issued to Lizzie M. Snyder on August 28, 1893 (BLM Serial Nr: WASAA 065236; Authority: Sale-Cash Entry; 120.00 acres).

A late nineteenth century topographic map depicts the project location crossing Tibbetts Creek and two of its tributaries (USGS 1895). By this time, a road had been established in the approximate route of Newport Way, and a few structures were present near the southeastern end of the project. A land classification map from this era depicts “burnt areas not restocking” and “cut areas not restocking” along the northeast side of the project, and “merchantable forests” and “cut areas restocking” to the southwest (USGS 1897). Maps on file at the King County Road Services Map Vault include plans dated 1913 for Newport Issaquah Road, in the approximate alignment of present-day Newport Way (King County 1913).

Historic county atlases show there were numerous landowners in the project location in the early part of the twentieth century. A 1907 county atlas shows the portion of the project in Section 29 as owned by Gatzert Schwabacher Land Company and R. R. Wilson (Anderson 1907). Landowners in Section 20 were W. J. Daugherty and John Barlow (Anderson 1907). By 1912, Rebecca A. Tibbetts had acquired the Gatzert Schwabacher parcel, Yena Prentice had acquired a portion of the Wilson property, and Agnes Peterson owned the former Daugherty property (Kroll 1912). A 1926 map depicts the project location on land owned by John Barlow, T. Laine, Ed Niko, H. Peltola, Alfred Kevola, Matt Nikko, Agnes P. Wood, Prentice Realty Co., and Royal A. Pickering (Kroll 1926). A 1936 map depicts the same landowners with the exception of Agnes P. Wood (Metsker 1936). The owner of this lot on the 1936 map is Cecil Weeks. These maps show a road in the approximate route of Newport Way, with some variations (Anderson 1907; Kroll 1912, 1926; Metsker 1936). Another alteration to the road came between 1969 and 1976 according to aerial photographs and topographic maps (Google Inc. 2018; NETR 2018), when a portion of the road in the SW<sup>1</sup>/<sub>4</sub> of the NW<sup>1</sup>/<sub>4</sub> in Section 20 was slightly altered and Newport Way NE was no longer accessible from Interstate 90 at that location. Aerial photographs and topographic maps depict Newport Way NW in the same location from 1976 until present day (NETR 2018; Google Inc. 2018; NETR 2018; USGS 1962; USGS 1983).

## **2.8 Cultural Resources Database Review**

**DAHP WISAARD:** A review of the WISAARD database identified previous cultural resource studies, recorded precontact and historic sites, and recorded built environment, which helps gauge the potential and likely nature of cultural resources present within the project vicinity (DAHP 2018b). Eighteen cultural resources investigations have been completed within a one-mile radius of the project location. These have been conducted in association with property development (Shantry et al 2004; Stegner and Kelly 2009), trail development (Hoyt et al. 2014; Johnson 2000 and 2004; Lockwood et al. 2016), park improvements (Berger 2015; Luttrell 2002; Smith and Rinck 2008), drainage and habitat improvements (Kassa 2015, 2018; McDaniel and Kelly 2005), road improvements (Hamilton 2006; HartCrowser and NWAA 2002; Jones and Stokes 2004, 2005), and utility installation (Fagan 1999; Schablitsky et al. 1999). Survey methods included background research and field investigations including excavation of shovel and auger probes, and monitoring construction excavations. One prior cultural resources assessment intersects the current project. Kassa (2015) conducted a cultural

resources assessment for a culvert near the intersection of Oakcrest Drive and Newport Way, including excavation of two shovel probes that were negative for archaeological material.

Four archaeological sites have been recorded within a one-mile radius of the project (Table 1). The precontact archaeological site recorded nearest to the project is 45KI1257, located .08 mile north of the western half of the project. The site is described as two quartzite flakes and a piece of charcoal located 18 centimeters (cm) below the surface in a single shovel probe (Stipe 2015). Three historic-era archaeological sites are recorded between .75 and 1.1 miles east of the project. Site KI1198 was identified as the foundation of a 1937 house, which was demolished in 1982, and its associated orchard and pavement (Shantry 2014a). Site KI1199 is recorded as the remains of the Superior Coal and Improvements Railroad grade constructed in 1909, which is partially visible under NW Locust Street (Shantry 2014b). Site 45KI451 is described as the remains of the Seattle Lake Shore and Eastern Railroad grade, constructed in 1887. This site has been determined not eligible for listing on the National Register of Historic Places (NRHP) (Hudson and Nelson 1997; Yorck 2015). The project will not affect any previously recorded archaeological sites.

Two historic register listed properties are within one mile from the project (Table 2). The closest property is the Taumala Barn approximately .4 mile to the south. This is an early twentieth century barn and associated residence, sauna, and garage. The Pickering Farm is .6 mile to the east of the project and identified as an 1890 barn and 1906 house associated with the Pickering Brothers Dairy that operated from 1867 to 1975.

At least 166 historic inventory properties have also been recorded within one mile from the project. Six historic inventory properties are within a distance of approximately 150 feet from the project (Table 3), including three that were recorded as part of DAHP's 2011 HPI Upload Project, which involved the addition of available information from the County Assessor's building records to WISAARD (ACI et al. 2011). None of the uploaded data was field verified at the time, nor were eligibility assessments conducted. These properties are representative of early to middle twentieth century agriculture and residential development along Newport Way. Of the properties in close proximity to the project, two were recommended not eligible for historic registers (Gary 2017:Table 2; Stipe 2015b) but a determination has not been made by DAHP or other agencies. New development appears to have removed these two properties and a third (see Table 3). All historic structures are outside the APE. The project will not affect any previously recorded historic sites.

### **3.0 Archaeological Expectations**

#### **3.1 Archaeological Predictive Models**

DAHP Predictive Model: The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown archaeological sites are more likely to be found. The model correlates locations of known archaeological to environmental data "to determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site" (Kauhi and Markert 2009:2-3). Environmental data categories included in the model are elevation, slope, aspect, distance to water, geology, soils, and landforms. Model rankings the project location range from "Survey Highly Advised: Very High Risk" to "Survey Contingent

Upon Project Parameters: Moderately Low Risk” (DAHP 2018b). This is generally supported by the topography and geomorphology of the project location overall, and relative proximity to streams and level terrain.

King County Model: An archaeological sensitivity model was recently developed as a part of an archaeological context statement for King County (Kopperl et al. 2016). This model conditions the archaeological sensitivity of particular area of the modern-day King County landscape on two axes, sensitivity and preservation, across five analytic time periods and overall in relation to recorded archaeological sites (Kopperl et al. 2016:173). This model identifies the current project vicinity as having low sensitivity for AP 1; moderate to high sensitivity for AP 2 and 3; very high sensitivity in AP 4 and 5; and a high sensitivity for archaeological sites overall (Kopperl et al. 2016:Figure 8-2 - 8-7).

### **3.2 Archaeological Expectations**

Based upon the review of environmental and cultural information about the project location, the project is considered to have a low potential to affect potentially significant cultural resources (i.e. intact archaeological deposits). The project vicinity likely served as a travel route and locus of resource procurement activities for Puget Sound peoples in the precontact and historic periods. Potential types of precontact archaeological materials in the project might include lithic scatters, evidence of short-term camps, or other features, which could represent a range of residential and subsistence activities. Historic-period archaeological materials may include objects related to logging, farming, and domestic activities.

Mapped surface geology and soils in most of the project are derived from parent material deposited and exposed during glacial activity, indicating that archaeology would be present at or near the surface of these deposits and not deeply buried. Areas of the project with mapped alluvial soils and lack of prior ground disturbance would have higher potential for buried archaeological sites. However, few if any such locations are expected to be present due to prior road and utility construction. Historic land use in the project location included logging, indicating that the upper portion of the landscape has been disturbed making it less likely that intact (i.e. significant) archaeology may be present in the project location. Development of the roads in the project location would have entailed the removal of all organic overburden to leave mineral soils exposed, and some degree of cut and fill construction, with an end goal of creating a uniform subgrade to reduce the potential of road failure (Schiess and Whitaker 1986:203). As a result, the upper portion of native soils is expected to have been removed.

### **4.0 Field Investigations**

Total Area Examined: The entire project, 13.4 acres.

Areas not examined: None.

Date(s) of Survey: August 10, 2018

Weather and Surface Visibility: Weather was warm with a smoky haze and temperatures in the 80s. Mineral soil visibility was minimal due to vegetation and road infrastructure.

Fieldwork conducted by:

Jessica Gardner and Pamela Pearce. Notes are on file with CRC.

Field Methodology: Fieldwork consisted of pedestrian surface survey and subsurface testing via hand excavated shovel test probes. Surface survey was conducted in one transect along the full length of the project and opportunistic transects targeting locations with mineral soil visibility in the APE beyond the extent of existing hardened surfaces. Probes measuring 40 centimeters in diameter were manually excavated with a shovel and all sediments were passed through ¼-inch hardware mesh to screen for artifacts. Probes targeted areas of anticipated excavation for the project (e.g., culvert replacements). Probe locations were recorded using a handheld GPS unit.

Field Investigations: Surface survey of the project was conducted to observe the conditions within the project, to gauge the nature and likelihood for the project to contain as-yet unrecorded cultural deposits, and to identify locations amenable to subsurface testing. The project is an irregular polygon following the right-of-way along Newport Way from the intersection SR-900 on the east to .08 mile (~130 m) northwest of SE 54<sup>th</sup> St to the west. The project landform can be characterized as a cut and filled roadbed adjacent to steep slopes at the base of Cougar Mountain. Vegetation present in the project tends to be a mix of maple and alder trees with understory including hawthorn, Indian plum, and some Himalayan blackberry (Figure 5). Differences occurred in drainage gullies and landscaped areas where Himalayan blackberry, trailing blackberry, belladonna, horsetail, grasses, and Nootka rose were present (Figure 6). Survey confirmed that all buildings, including previously recorded historic structures, are outside the APE (Figure 7).

There is evidence of substantial disturbance throughout the project. Water lines run along the south side of the road (Figure 8), and fiber optic cable runs in various locations on both sides of and sometimes crossing the road (Figure 9). A series of street lamps runs along the north side of the road from SE 54<sup>th</sup> St to SR 900, connected by underground power cables (Figure 10). There are also five culverts that pass below the road and a bridge over Tibbetts Creek (Figures 11 and 12). Pedestrian surface survey did not identify any locations that had an increased likelihood to contain buried archaeology. No cultural materials (e.g., fire-modified rock, lithic materials, quantities of shell) were observed during the pedestrian survey.

Subsurface investigations were achieved through the placement of four shovel test probes. Probes were excavated to observe subsurface conditions within the project and gauge the potential for significant archaeological deposits to be present. Probe locations were selected to avoid steep slopes, existing buried utilities, ditches, hardened surfaces, and other obstructions or evidence of prior disturbance. Few such locations were found within the project (Figure 13). Although permission to excavate probes was not granted for some portions of the project, this was not an impediment to the testing plan.

Probes reached depths ranging from 16 to 87 centimeters below surface (cmbs). Sediments encountered were generally disturbed fill or glacial materials (Figures 14 and 15; Table 4). Only probe 2 reached potentially intact glacial deposits (pale grayish brown sandy silt). Utilities were marked in the project, but probe 4 encountered orange tape denoting a fiber optic line that was

not marked on the surface and the probe was abandoned. A suitable replacement location was not found in this portion of the project due to existing utilities and other disturbances. Probes 1 and 4 contained a few pieces of non-diagnostic historic or modern debris (e.g., concrete rubble, bottle glass) in fill matrices. All probes were negative for archaeological deposits. No intact historic or precontact archaeological materials or buried anthropogenic surfaces were identified during the course of this survey. Probes were backfilled following documentation.

## **5.0 Results and Recommendations**

### **5.1 Results**

Cultural Resources Identified within the Project: None.

### **5.2 Conclusions and Recommendations**

This assessment was conducted to determine potential effects of this project on cultural resources. No previously recorded or unrecorded cultural resources were identified within the APE, nor was any evidence found to suggest a high potential for archaeological deposits to be contained within the project. Conditions observed during fieldwork suggest a low potential for archaeological deposits to be preserved due to the project's geomorphic setting and impacts of prior logging, clearing, and construction of roads, culverts, and utilities. Based upon the results of background research and field investigations, the project is considered unlikely to affect as-yet unidentified archaeological sites. Background research identified historic structures on parcels bordering the project but survey confirmed that all buildings including those over 50 years in age are outside the APE. Observed sediments were consistent with those mapped for the location. CRC therefore recommends a determination of no effects to historic properties.

In the event that any ground-disturbing or other construction activities result in the inadvertent discovery of archaeological resources, work should be halted in the immediate area, and contact made with county officials, the technical staff at DAHP, and tribal representatives. A protocol for inadvertent discoveries is provided in Attachment C. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should be immediately halted in the area, the discovery covered and secured against further disturbance, and contact effected with law enforcement personnel, consistent with the provisions set forth in RCW 27.44.055 and RCW 68.60.055.

## **6.0 Limitations of this Assessment**

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or traditional cultural properties to be associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature, and information identified in this report, and on our field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which CRC is not aware and has not had the opportunity to evaluate.

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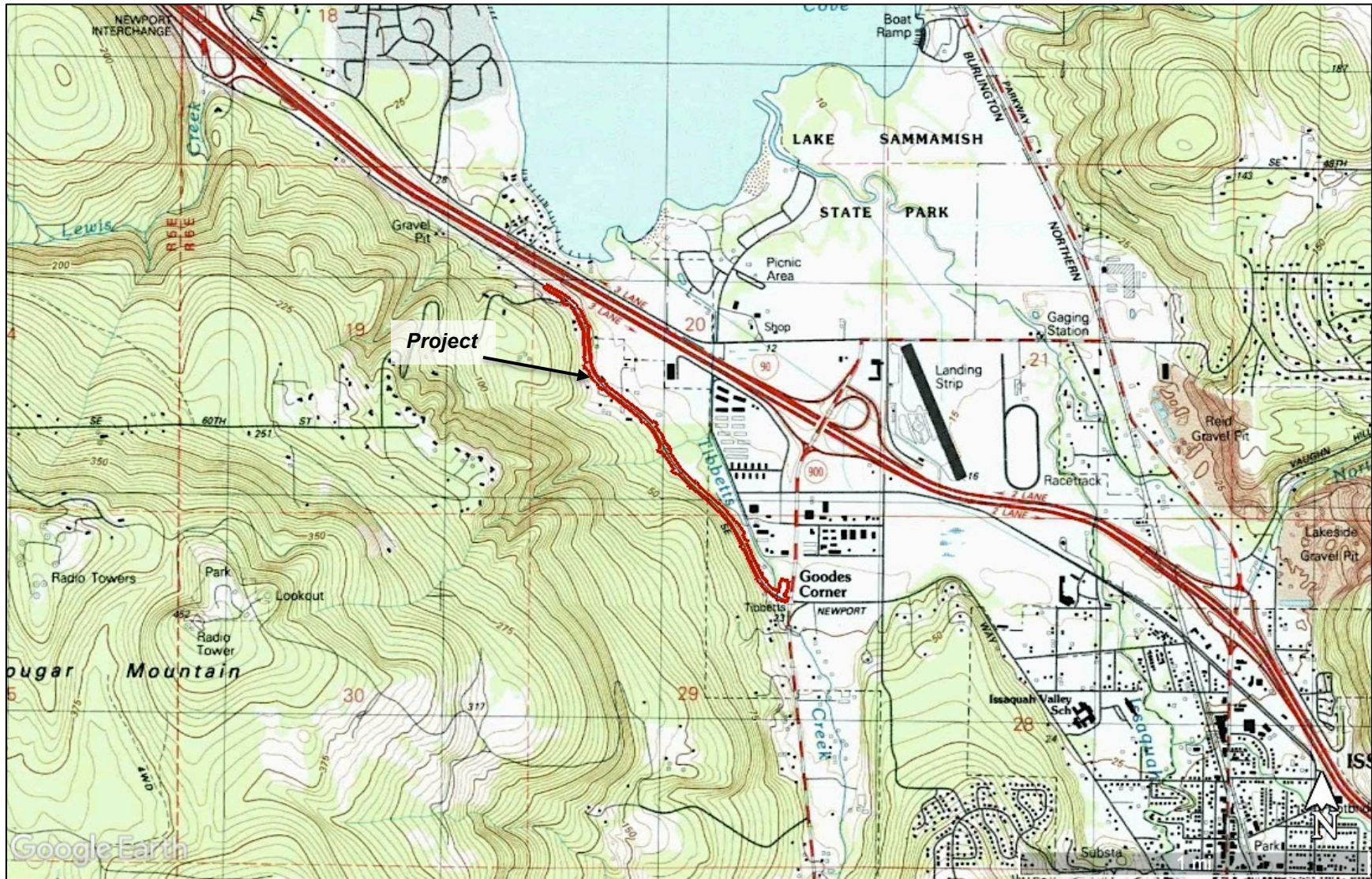


Figure 1. Project marked on portion of Issaquah, WA 7.5-Minute Quadrangle.

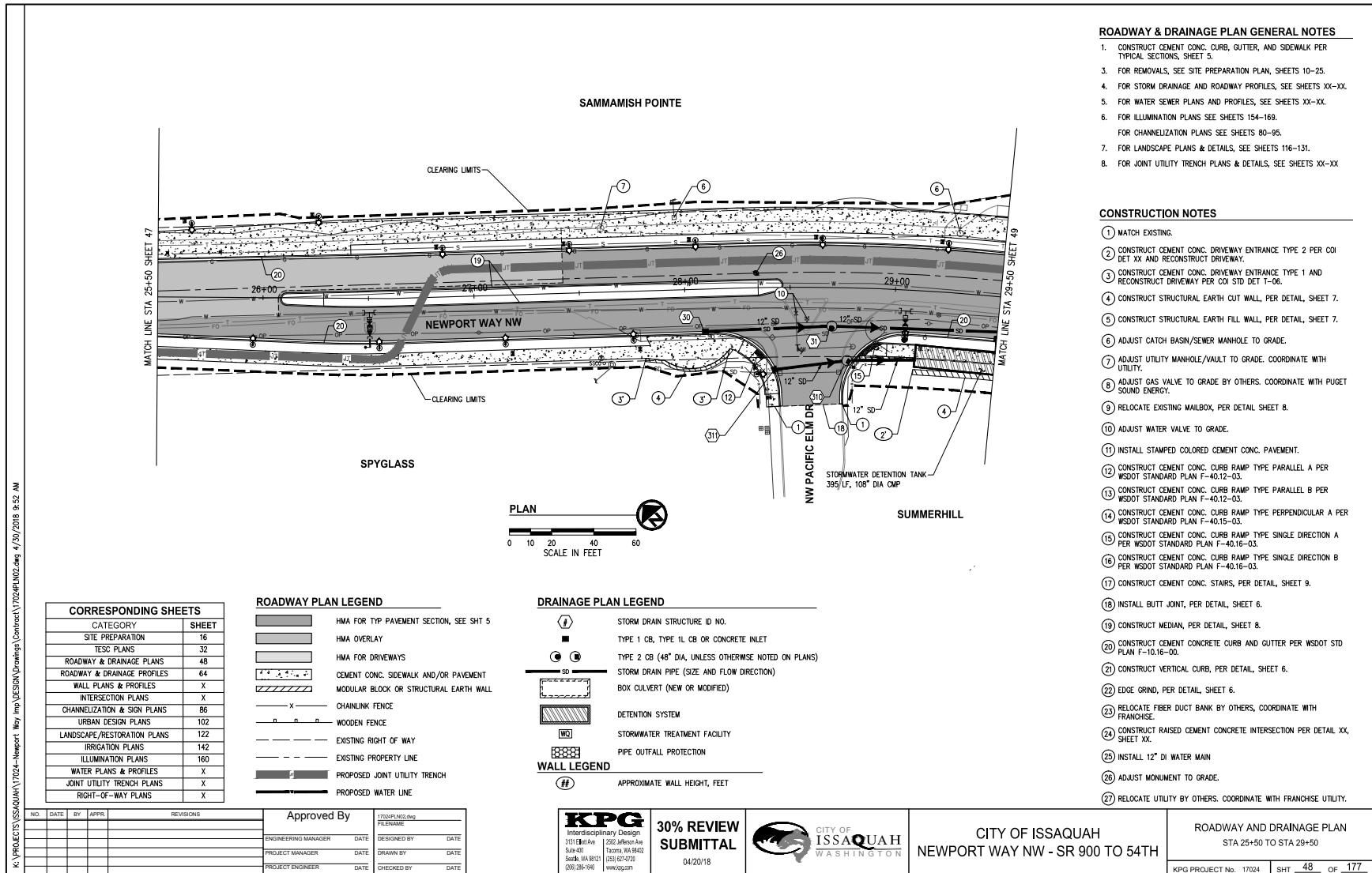


Figure 2. Excerpt from 30% design showing typical proposed work in the western part of the project.

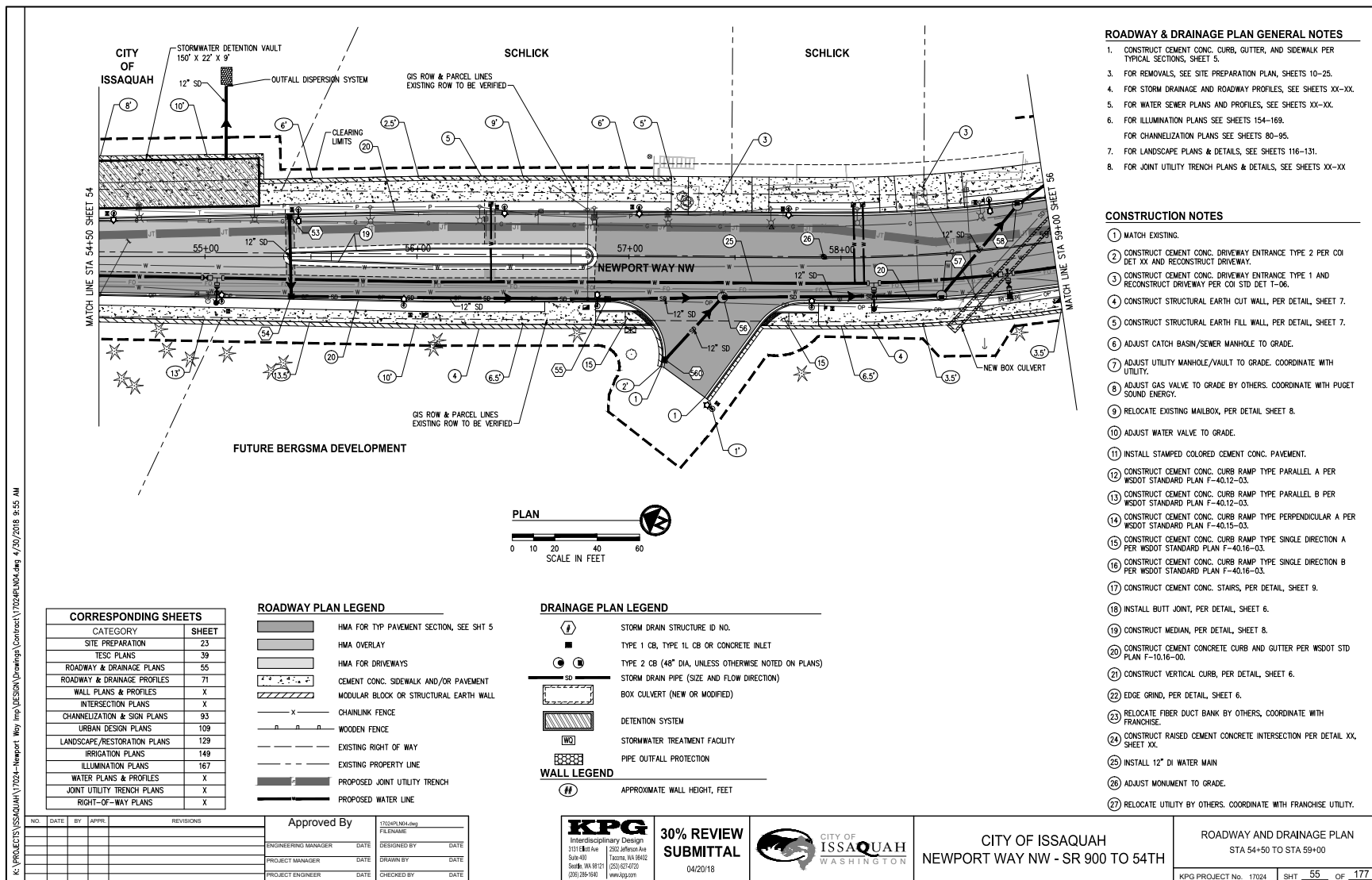


Figure 3. Excerpt from 30% design showing typical proposed work in the eastern part of the project.

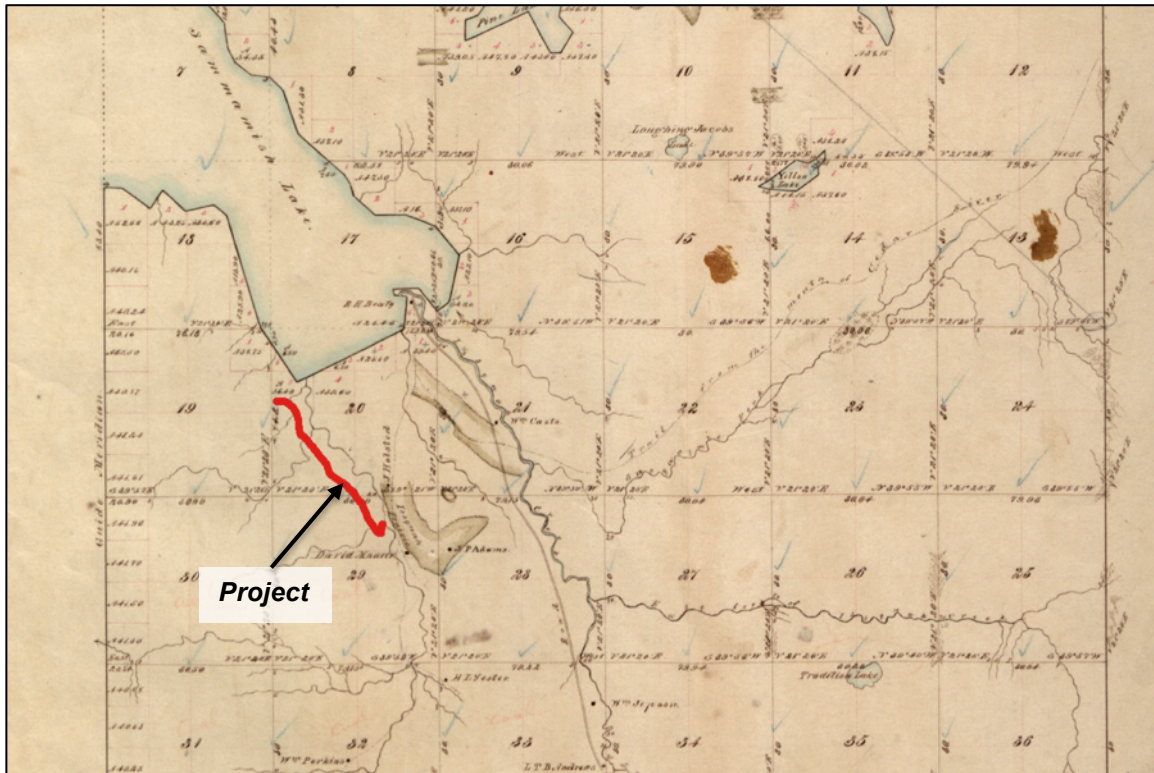


Figure 4. Location of the project marked on the cadastral survey map (USSG 1864).

Table 1. Archaeological sites recorded within approximately one mile from the APE.

Site Number	Site Name	Site Type	Distance from Project	Historic Register Status	Potential Effects
45KI451	Railway Grade of the Seattle, Lake Shore & Eastern Railroad	Historic railroad properties	1.1 miles E	Determined not Eligible	None
45KI1198	--	Historic residential structures	.86 mile E	Unevaluated	None
45KI1199	Superior Coal & Improvement Company Railroad Grade	Historic railroad properties	.79 mile E	Unevaluated	None
45KI1257	Gateway Prehistoric-1	Precontact lithic material	.08 mile N	Unevaluated	None

Table 2. Historic register listed properties recorded within approximately one mile from the APE.

Register Name / Common Name	Address	Build Date(s)	Historic Use	Historic Register Status	Potential Effects
Pickering Farm / Pickering Farm Horse Stables	21809 SE 56th St	ca. 1890, 1906	Agriculture / Subsistence – Farmstead	Listed on NRHP and WHR	None
Victor Taumala Barn / Carlson Barn	21003 SE 75th St	ca. 1920, ca. 1955	Agriculture / Subsistence – Agricultural Outbuilding	Listed on WHBR	None

Table 3. Historic inventory properties recorded within approximately 150 ft from the APE.

Name	Address	Build Date(s)	Historic Use	Historic Register Status	Potential Effects
Hary Farmstead	2240 Newport NW	Unknown	Agriculture / Subsistence – Farmstead	Unevaluated; may no longer be extant due to new development	None
Mull House	2290 Newport NW	1920; 1975 remodel	Agriculture / Subsistence – Farmstead	Recommended not eligible (Stipe 2015b); has since been removed	None
D. E. Hokanson House	2450 SE Newport NW	1922; 1972 remodel	Domestic – Single Family	Recommended not eligible (Gray 2017); has since been removed	None
--	19901 SE Newport Way	1918	Domestic – Single Family	Unevaluated	None
--	19904 SE Newport Way	1961	Domestic – Single Family	Unevaluated	None
--	945 17th Ave NW	1920	Domestic – Single Family	Unevaluated	None



Figure 5. Example of typical vegetation as seen from slope northeast of probe 2, facing west.



Figure 6. Example of underbrush present in disturbed and unmaintained landscaped areas, as seen east of probe 1; view is to the west.



Figure 7. Typical conditions on parcels adjacent to the project with structures over 50 years old. All buildings are outside the APE.



Figure 8. Water pipe with protective posts on the south side of Newport Way, as seen from east of the Precipice Bottom Trail parking area; view is to the west.



Figure 9. Typical fiber optic cable marker as seen on south side of Newport Way in the eastern part of the APE; view is to the southwest.



Figure 10. Example of the street lamps lining the north side of Newport Way, as seen from east of probe 2; view is to the southwest.



Figure 11. Typical culvert conditions as seen east of probe 2, viewing west-southwest.



Figure 12. Existing conditions at Tibbetts Creek in eastern part of the APE; view is to the east-southeast.

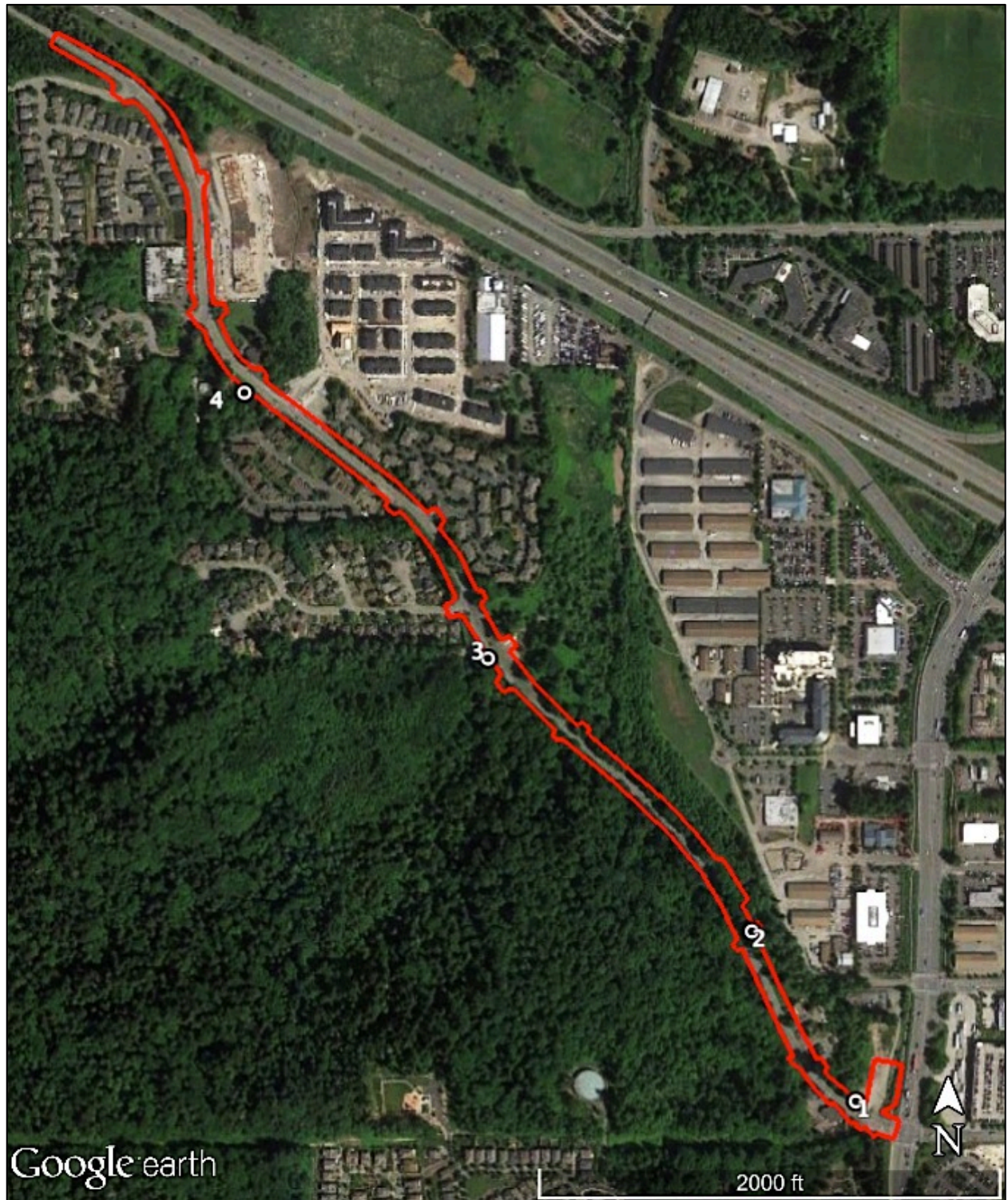


Figure 13. Satellite imagery annotated with approximate APE limits and locations of the excavated shovel test probes (base map: Google Earth).



Figure 14. Representative subsurface conditions as seen in probe 4.



Figure 15. Representative subsurface conditions as seen in probe 2.

Table 4. Summary table of shovel probes excavated within the APE.

Probe #	Probe Location (WGS84 Zone 10 UTM coordinates, +/- 3 meters)	Stratigraphic Description (depths are centimeters below surface [cmbs])	Archaeological Material Found
1	570431 m E, 5265780 m N	0-17- <b>mulch</b> 17-59 – <b>imported fill</b> – yellowish brown silt loam, 30-40 percent gravels 59-87 – <b>imported fill or alluvium</b> – yellowish brown multi- lithic coarse grained sand with 50 percent gravels and cobbles  Terminated on dense cobbles	None.
2	570291 m E, 5266002 m N	0-45 – <b>compacted road gravels</b> – light gray silty sand with 80 percent crushed gravels, hard compaction 45-54 – <b>weathered glacial</b> – yellowish brown sandy silt with 40-50 percent rounded to sub-angular gravels and cobbles, very firm 54-80 – <b>unweathered glacial</b> – pale grayish brown sandy silt with 40-50 percent rounded to sub-angular gravels and cobbles, very firm	None.
3	569938 m E, 5266357 m N	0-8 – <b>imported fill</b> – grayish brown sandy loam with 40 percent gravels, heavy quantity of roots and rootlets, hard compaction 8-17 – <b>imported fill</b> – pale gray silty sand, very hard 17-34 – <b>imported fill</b> – yellowish brown silty sand with 70- 80 percent gravels and cobbles  Terminated on dense cobbles	None.
4	569612 m E, 5266703 m N	0-7 – <b>imported fill</b> – grayish brown sandy loam with 60-70 percent crushed gravels, firm 7-16 – <b>imported fill</b> – yellowish brown silty sand with 60-70 percent rounded to sub-angular gravels, firm  Terminated on orange utility tape for unmarked utility	None.

## Attachment A. Correspondence between CRC and area Tribes.



June 20, 2018

Muckleshoot Indian Tribe  
Laura Murphy, Archaeologist/Cultural Resources  
39015 172nd Ave SE  
Auburn, WA 98092

Re: Cultural Resources Assessment for the Newport Way Improvements Project, Issaquah, WA

Dear Laura:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 19, 20 & 29, Township 24 North, Range 06 East Willamette Meridian along Newport Way NW between SR-900 (17<sup>th</sup> Ave NW) and SE 54<sup>th</sup> Street, in Issaquah, King County, Washington. The project APE map is included for your reference.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,



Sonja Kassa Kleinschmidt  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC. 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



June 20, 2018

Snoqualmie Indian Tribe  
Steven Mullen-Moses  
8130 Railroad Ave, Suite 103 / PO Box 969  
Snoqualmie, WA 98065

Re: Cultural Resources Assessment for the Newport Way Improvements Project, Issaquah, WA

Dear Steven:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 19, 20 & 29, Township 24 North, Range 06 East Willamette Meridian along Newport Way NW between SR-900 (17<sup>th</sup> Ave NW) and SE 54<sup>th</sup> Street, in Issaquah, King County, Washington. The project APE map is included for your reference.

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We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Sonja".

Sonja Kassa Kleinschmidt  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC. 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



June 20, 2018

Tulalip Tribes  
Richard Young  
6410 23<sup>rd</sup> Ave NE  
Tulalip, WA 98271

Re: Cultural Resources Assessment for the Newport Way Improvements Project, Issaquah, WA

Dear Richard:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 19, 20 & 29, Township 24 North, Range 06 East Willamette Meridian along Newport Way NW between SR-900 (17<sup>th</sup> Ave NW) and SE 54<sup>th</sup> Street, in Issaquah, King County, Washington. The project APE map is included for your reference.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Sonja".

Sonja Kassa Kleinschmidt  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC. 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)

## Attachment B. APE description and concurrence.

May 4, 2018

Washington State Department of Transportation  
Northwest Region  
15700 Dayton Ave North  
Seattle, Washington 98133-2910

Attention: Mehrdad Moini  
Northwest Region, Local Programs Engineer

Subject: Request for Area of Potential Effects Coordination  
Section 106 Consultation  
Newport Way Improvements  
Issaquah, Washington  
File No. 0252-039-01

### INTRODUCTION AND PROJECT DESCRIPTION

Pursuant to compliance with Section 106 of the National Historic Preservation Act and 36 CFR 800, we are requesting review and approval by Washington State Department of Transportation (WSDOT) of the proposed Area of Potential Effects (APE) for the Newport Way Improvements Project in Issaquah, Washington. The project is identified as Washington State Transportation Improvement Project (STIP) ID ISS-36, Newport Way Non-Motorized Improvement Project. The project proposed by City of Issaquah Public Works involves safety improvements including construction of bike facilities, sidewalks, a multi-use trail, curb and gutter improvements, pedestrian illumination, pedestrian crossings, and improved crossings. Associated elements include improvements to traffic flow, stormwater management and treatment, and replacement of existing stream crossings.

The project is located along Newport Way NW between SR-900 (17<sup>th</sup> Ave NW) and SE 54<sup>th</sup> Street, a distance of a little more than one mile. The project site is in Issaquah, King County, Washington, in the NE 1/4 of Section 29 and in the SW and NW 1/4s of Section 20, Township 24N, Range 06E of the Willamette Meridian (beginning coordinates 47.554276 N latitude, -122.078328 W longitude; end coordinates 47.541179 N latitude, -122.063247 W longitude). A vicinity map and USGS topographic quad are included as Figure 1.

Preliminary engineering design drawings are included as Appendix A. Site photographs are included as Appendix B. The initial concept for the project includes:

- Street overlays, addition of turn lanes, intersection improvements including roundabouts, and a central median in some locations;
- A new sidewalk on the south side of the roadway;

- A paved multi-use path on the north side of the roadway;
- New stormwater catch basins, stormwater drainage pipes, treatment vaults and outfalls;
- Relocation and modifications to other utilities presently within the right-of-way;
- Replacement and/or extension of culverts and bridges where existing stream crossings occur.

#### **AREA OF POTENTIAL EFFECTS**

The anticipated Area of Potential Effects (APE) is illustrated on Figure 2.

#### **Construction Activities**

To complete this project, the following construction elements are anticipated to occur within the APE limits:

- Removal of existing paving;
- Clearing and grubbing of vegetation within proposed construction limits;
- temporary (during construction) and permanent (following construction) relocation of buried utilities, including trenching;
- excavation, ground improvements, and placement of structural foundations associated with culvert/bridge extensions and/or replacements;
- placement of earthen fill and construction of retaining walls where the roadway will be extended laterally on the downslope side (generally north side of existing roadway);
- cut and construction of retaining walls where the roadway will be extended laterally on the upslope side (generally south side of existing roadway);
- installation of new subsurface storm drain features and treatment vaults;
- installation of curbs, medians, pavement bedding and surfacing materials, and guardrails to complete roadway and pedestrian improvements;
- site landscape restoration and project environmental mitigation.

We anticipate staging and equipment access will be within the right-of-way or within adjacent developed areas. The specific areas of staging and access are not known at this time; however, a potential city-owned property likely to be used is identified on Figure 2. There will be no ground disturbance when establishing staging and equipment access areas.

#### **APE Description**

The APE includes all areas where equipment access, storage and laydown of materials, construction activities, and post-construction restoration will take place. Ground improvements and bridge/culvert foundations are expected to extend into native soils up to 20 feet below the current surface grade. Vegetation in the APE is generally limited to the road shoulders and areas where new right-of-way will be

acquired immediately adjacent to the existing roadway. There are a total of six stream crossings along the length of the project; some or all of these crossings may need to be replaced.

Adjacent properties include a mix of older, recent and ongoing residential developments, as well as undeveloped properties. Cougar Mountain Regional Park abuts the project along one section of the roadway.

Site restoration will include landscape and native plantings within stream and wetland buffer areas cleared during construction. Ground disturbance associated with site restoration activities will be limited to the top foot of soil.

## **CONCLUSION**

We invite your comments on the proposed updated APE for the project, which we have defined as the entire project area associated with the roadway project, as outlined on Figure 2.

A search of the archival files and literature on file at the Washington Department of Archaeology and Historic Preservation (DAHP) has been conducted for the proposed APE as described above. No archaeological sites have been recorded within the APE. Surveys have been conducted in the vicinity of the APE; no sites were recorded in these areas.

The City of Issaquah looks forward to working with you on this project. Please don't hesitate to contact me at 425.837-3400 if you have questions or wish to discuss this letter.

Respectfully submitted,

Brianne Ross, PE  
Senior Engineer  
City of Issaquah

Attachments:

Figure 1. Vicinity Map

Figure 2. Area of Potential Effects

Appendix A. Preliminary Bridge Plan

Appendix B. Site Photographs



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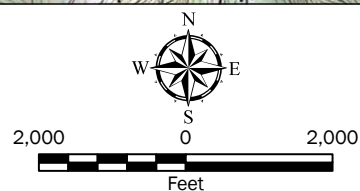


#### Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Mapbox Open Street Map, 2018

Projection: NAD 1983 UTM Zone 10N

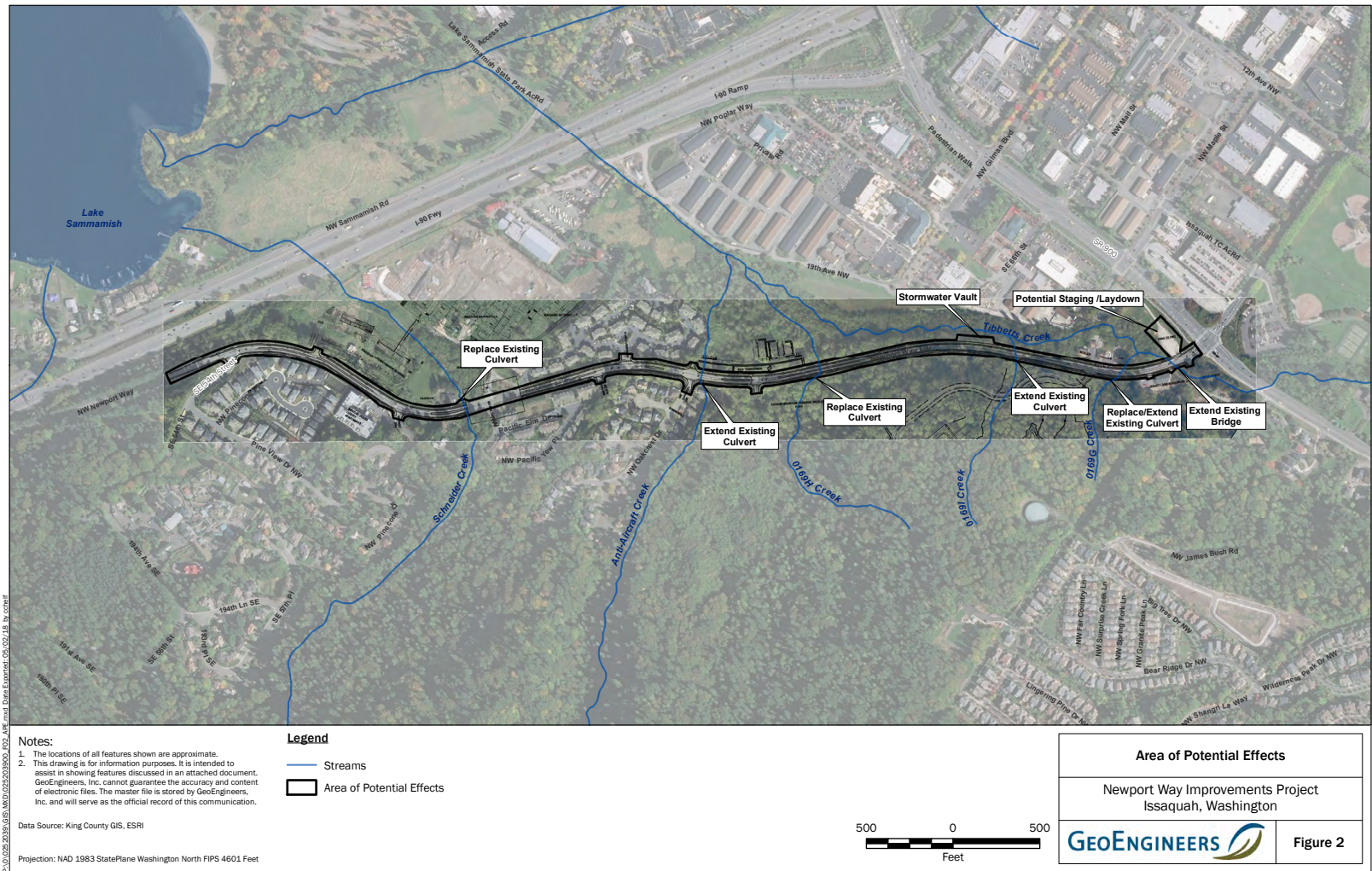


#### Vicinity Map

Newport Way Improvements Project  
Issaquah, Washington



Figure 1





Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

June 4, 2018

Mr. Trent de Boer  
WA State Dept. of Transportation  
PO Box 47390  
Olympia, WA 98504-7390

In future correspondence please refer to:  
Project Tracking Code: 2018-05-03702  
Property: Newport Way Improvements  
Re: Project Initiation, APE Concur

Dear Mr. de Boer:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the Newport Way Improvements project. I have reviewed your description and map of the area of potential effect (APE) and concur with your definition of the APE. Please provide us with your survey methodology before proceeding with any inventories. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Finally, please note that in order to streamline responses, DAHP requires that all documents related to project reviews be submitted electronically. Correspondence, reports, notices, photos, etc. must now be submitted in PDF or JPG format. For more information about how to submit documents to DAHP please visit: <http://www.dahp.wa.gov/programs/shpo-compliance>. To assist you in conducting a cultural resource survey and inventory effort, DAHP has developed guidelines including requirements for survey reports. You can view or download a copy from our website.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.  
Transportation Archaeologist  
(360) 586-3082  
[matthew.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)

State of Washington • Department of Archaeology & Historic Preservation  
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065  
[www.dahp.wa.gov](http://www.dahp.wa.gov)



## **Attachment C. Inadvertent discovery protocol.**

### **Protocols for Discovery of Archaeological Resources**

In the event that archaeological resources are encountered during project implementation, the following actions will be taken:

In the find location, all ground disturbing activity will stop. The find location will be secured from any additional impacts and the supervisor will be informed.

The project proponent will immediately contact the agencies with jurisdiction over the lands where the discovery is located, if appropriate. The appropriate agency archaeologist or the proponent's contracting archaeologist will determine the size of the work stoppage zone or discovery location in order to sufficiently protect the resource until further decisions can be made regarding the work site.

The project proponent will consult with DAHP regarding the evaluation of the discovery and the appropriate protection measures, if applicable. Once the consultation has been completed, and if the site is determined to be NRHP-eligible, the project proponent will request written concurrence that the agency or tribe(s) concurs that the protection and mitigation measures have been fulfilled. Upon notification of concurrence from the appropriate parties, the project proponent will proceed with the project.

Within six months after completion of the above steps, the project proponent will prepare a final written report of the discovery. The report will include a description of the contents of the discovery, a summary of consultation, and a description of the treatment or mitigation measures.

### **Protocols for Discovery of Human Remains**

If human remains are found within the project area, the project proponent, its contractors or permit-holders, the following actions will be taken, consistent with Washington State RCWs 68.50.645, 27.44.055, and 68.60.055:

If ground-disturbing activities encounter human skeletal remains, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance. The project proponent will prepare a plan for securing and protecting exposed human remains and retain consultants to perform these services. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to DAHP, which will then take jurisdiction over the remains. DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

## **Contact Information**

### **Muckleshoot Indian Tribe**

39015 172<sup>nd</sup> Avenue SE, Auburn, WA 98092

Primary Contact: Laura Murphy, Archaeologist/Cultural Resources, 253-876-3272

### **Snoqualmie Indian Nation**

PO Box 969, Snoqualmie, WA 98065

Primary Contact: Steven Mullen-Moses, Director of Archaeology and Historic Preservation, 425-495-6097

### **Tulalip Tribes**

6410 23<sup>rd</sup> Avenue NE, Tulalip, WA 98271

Primary Contact: Richard Young, Cultural Resources, 360-716-2652

### **Washington State Department of Archaeology and Historic Preservation (WA DAHP)**

P.O. Box 48343, Olympia, WA 98504-8343

Lead Representative: Allyson Brooks, State Historic Preservation Officer, 360-586-3066

Primary Contact: Matthew Sterner, Transportation Archaeologist, 360-586-3082

Primary Contact for Human Remains: Guy Tasa, State Physical Anthropologist, 360-586-3534

### **King County Sheriff's Office**

516 3rd Ave W-150, Seattle, WA 98104

Lead Representative: Mitzi Johanknecht, 206-296-4155

### **King County Medical Examiner**

908 Jefferson Street, Seattle, WA 98104

Lead Representative: Richard Harruff, Medical Officer, 206-744-3232